

109TH CONGRESS
1ST SESSION

H. R. 4174

To require the Federal Aviation Administration to issue a final regulation to mitigate center wing fuel tank flammability in transport category aircraft.

IN THE HOUSE OF REPRESENTATIVES

OCTOBER 28, 2005

Mr. BISHOP of New York (for himself, Mr. ISRAEL, Mrs. MCCARTHY, and Mr. ACKERMAN) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To require the Federal Aviation Administration to issue a final regulation to mitigate center wing fuel tank flammability in transport category aircraft.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Transport Aircraft
5 Fuel Tank Safety Act of 2005”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

8 (1) The Federal Aviation Administration has
9 achieved significant progress toward limiting trans-

1 port category aircraft deaths resulting from center
2 wing fuel tank explosions, including the crash of
3 Trans World Airlines (TWA) Flight 800 off the
4 coast of East Moriches, Suffolk County in Long Is-
5 land, New York on July 17, 1996 (the single largest
6 loss of life as a result of a preventable center wing
7 fuel tank explosion in a transport category aircraft).

8 (2) Over the course of the past 15 years, three
9 separate fatal transport category aircraft accidents
10 resulting in the loss of 346 lives were the result of
11 preventable fuel tank explosions.

12 (3) Center wing fuel tank explosions of trans-
13 port category aircraft remain a concern and have the
14 potential to cause flight disasters.

15 (4) The National Transportation Safety Board,
16 pursuant to its recommendations A-96-174 and A-
17 96-175, explicitly affirms that the elimination of
18 center wing fuel tank explosions is a primary objec-
19 tive of aviation safety, and that when considering
20 safety changes, the Federal Aviation Administration
21 should give significant consideration to fuel tank
22 inerting systems.

23 (5) It has enacted aviation safety measures in
24 response to the tragedy of TWA Flight 800 and rec-
25 ognized the hardship confronted by family members

1 of the passenger victims who were killed as a result
2 of the crash.

3 (6) There is a need to address and resolve the
4 risk to airline passengers due to the vulnerability of
5 aircraft center wing fuel tanks to explosion.

6 **SEC. 3. ISSUE FINAL RULE.**

7 (a) IN GENERAL.—Not later than one year after the
8 date of enactment of this Act, the Administrator of the
9 Federal Aviation Administration shall issue a final rule
10 requiring—

11 (1) manufacturers of transport category air-
12 craft to install fuel tank inerting systems on existing
13 transport category aircraft that have fuel tanks with
14 high flammability exposure and new aircraft;

15 (2) not later than 5 years after the date of the
16 enactment of this Act, operators of transport cat-
17 egory aircraft retrofit existing transport category
18 aircraft with fuel tank inerting systems.

19 (b) AUTHORIZATION OF APPROPRIATIONS.—There
20 are authorized to be appropriated such sums as may be
21 necessary to the Administrator of the Federal Aviation
22 Administration to reimburse manufacturers and operators
23 of transport category aircraft to install or retrofit trans-
24 port category aircraft with fuel tank inerting systems.

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